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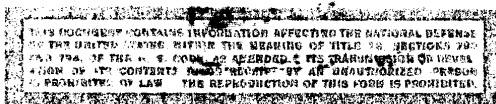
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1. Organization of the Twenty-Fourth Air Army

The organization of the Twenty-Fourth Air Army was changed considerably during 1953 primarily because of the withdrawal of the border corps from the Soviet Zone of Germany and transfer to an undetermined location somewhere to the east.

At present, the Twenty-Fourth Air Army consists of:

- 1 headquarters of the 24th Air Army.
- 2 fighter corps with 6 fighter divisions and 13 fighter regiments.
- 1 ground attack corps with 2 ground attack divisions and 6 ground attack regiments.
- 1 independent fighter regiment.

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- 1 reconnaissance regiment equipped with IL-10s
- 2 air transport regiments
- 1 independent air transport unit of the GOFU
- 1 tow-target unit
- 3 air technical divisions, referred to as ATDs, with 29 air technical battalions, referred to as CATBs
- training units
- supply depots and repair units

2. Disposition of Air Units

The air units and headquarters of the Twenty-Fourth Air Army are located as follows.

Note: The [] of the pertinent CATBs are indicated.

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<u>Unit</u>	<u>Location</u>	
<u>Hq Twenty-Fourth Air Army</u>	Werder	
<u>Hq Northern Ftr Corps</u>	Wittstock	
Ftr Div Hq	Puetnitz	
1 Ftr Regt []	Puetnitz	25X1
1 Ftr Regt []	Puetnitz; in Neubrandenburg from early October 1953 to early January 1954	
1 Ftr Regt []	Parchim; assigned as training regiment for the VPL in Cottbus prior to 20 July 1953;	
	in Welzow up to late August, and in Puetnitz up to early January 1954.	
Ftr Div Hq	Laerz	
2 Ftr Regts []	Laerz	25X1
1 Ftr Regt []	Wittstock	
Ftr Div Hq	Finow	
2 Ftr Regts []	Finow	
1 Ftr Regt []	Neuruppin	
<u>Hq Southern Ftr Corps</u>	Wittenberg	
Ftr Div Hq	Zerbst	
1 Ftr Regt []	Zerbst	
1 Ftr Regt []	Jueterbog Altes Lager; in Brandenburg-Priest prior to 23 May 1953	
1 Ftr Regt []	Jueterbog Altes Lager; in Zerbst prior to 6 August 1953	25X1
Ftr Div Hq	Merseburg	
1 Ftr Regt []	Koethen	
1 Ftr Regt []	Merseburg	
1 Ftr Regt []	Altenburg	
1 alert unit []	Erfurt-Pindersleben	25X1

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Ftr Div Hq	Grossenhain	
2 Ftr Regts	Grossenhain	25X1
1 Ftr Regt	Brand; in Alt Loennewitz prior to 4 August 1953	
1 Independent Ftr Regt	Welzow; in Koethen prior to 15 August 1953	
<u>GA Corps Hq</u>	Finsterwalde; in Falkensee prior to early August 1953	
GA Div Hq	Brandenburg	
1 GA Regt	Brandenburg-Eriest; in Doeberitz prior to 30 March 1953	
1 GA Regt	Brandenburg-Arado	
1 GA Regt	Stendal	
GA Div Hq	Alt Loennewitz	25X1
1 GA Regt	Alt Loennewitz	
1 GA Regt	Brandis	
1 GA Regt	Finsterwalde; in Jueterbog prior to 22 April 1953; in Reinsdorf between 22 April and 5 August 1953	
1 Rcn Regt (?)	Stendal	
1 Trans Regt	Neubrandenburg; in Brandis prior to late January 1953; in Schoenefeld between late February and July 1953; and in Alt Loennewitz up to mid-January 1954.	
1 Trans Regt	Schoenefeld; in Staaken prior to 10 August 1953	
1 Independent Trans Unit	Schoenefeld/Rangsdorf	25X1
1 tow-target unit	Jueterbog Altes Lager and Puetnitz; in Schoenwalde prior to 11 May 1953	25X1

3. Movements Effected in 1953

The following transfers were effected by air units and their air technical battalions during 1953:

<u>Date</u>	<u>Movements</u>	
6 January	1 GA Regt from Doeberitz to Alt Loennewitz	25X1
30/31 January	1 Trans Regt from Brandis to Schoenefeld; the regiment transferred from Schoenefeld to Alt Loennewitz in early August 1953; and in mid-January 1954 from Alt Loennewitz to Neubrandenburg.	25X1
22 April	1 GA Regt from Jueterbog Altes Lager to Reinsdorf; the regiment transferred to Finsterwalde on 5 August.	25X1

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			25X1
11 May	1 target-tow unit [] left Schoenwalde Airfield; since 11 May, elements of the unit have possibly been stationed in Puetnitz and Jueterbog Altes Lager for use at the Wustrow and Jueterbog AA firing ranges.		25X1
14 May	1 Ftr Regt [] from Neubrandenburg to Puetnitz; the regiment retransferred to Neubrandenburg at the beginning of October 1953, and back to Puetnitz in mid-January 1954.		25X1
28 May	1 Ftr Regt [] from Brandenburg-Eriest to Jueterbog Altes Lager		25X1
30 May	1 GA Regt [] from Doeberitz to Brandenburg-Eriest.		25X1
Early June	1 Ftr Regt [] from Puetnitz to Peenemuende in order to participate in exercises up to 20 June 1953.		
24 June to 9 July	the 6 bomber regiments from Werneuchen, Brand, Finsterwalde and Welzow airfields, each equipped with Il-28s, and the reconnaissance regiment from Jueterbog, also equipped with Il-28s, transferred to the east to an undetermined location.		
20 July	the Soviet training regiment for the VFL [] from Cottbus to Welzow; the regiment retransferred from Welzow to Puetnitz at the end of August 1953, and to Parchim in mid-January 1954.		25X1
4 August	1 Ftr Regt [] from Alt Loennewitz to Brand		25X1
6 to 10 August	1 Ftr Regt [] from Zerbst to Jueterbog Altes Lager		
10 August	1 Trans Regt [] from Staaken to Schoenefeld		25X1
15 August	1 Independent Ftr Regt [] from Koethen to Welzow		25X1
10/15 November	Air Technical School of the Twenty-Fourth Air Army from Strausberg to Doeberitz		
For temporary transfers of component units of the Twenty-Fourth Air Army, during fall maneuvers of the Soviet Army from 15 September to 15 October 1953, []			25X1

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4. Fighter Units

The fighter regiments of the Twenty-Fourth Air Army which have been equipped with MiG-15s for the past 2 or 3 years had by the end of 1952, already reached a high degree of combat efficiency, further improved their effectiveness during 1953. Training continued without interruption as only a small portion of the older pilots had been replaced by young pilots at the end of 1952. Fighter units stressed formation flying, gunnery practice, and steep diving as a preparatory exercise for bombing. During 1952, propeller-driven aircraft had been used for towing sleeve targets, while, in 1953, MiG-15s were used. Thus, the attack and gunnery practices were conducted under conditions which bore a much closer resemblance to modern combat conditions. They also improved the firing efficiency of fighter pilots. The scope of diving exercises also increased after the beginning of 1953, with diving attacks being made from altitudes of between 2,000 and 5,000 meters at an angle of 50 to 60 degrees. The lowest altitude from which aircraft were observed pulling out of their dives was about 500 meters. At the end of July 1953, [redacted]

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[redacted] observed bombs actually being dropped from MiG-15s over the Kunnersdorf training field. These observations tend to prove that the release of bombs from MiG-15s is therefore possible and even planned. MiG-15s were repeatedly observed making practice attacks on tank dummies. This would indicate that fighter units are gradually being familiarized with the specific missions of ground attack aircraft. The progressive use of the MiG-15 as a fighter bomber will make it possible eventually to deactivate units equipped with the obsolete Il-10s as combat units. During night flying activity, much stress was also laid on firing at airborne targets towed by MiG-15s and illuminated by ground searchlights. Furthermore, this training also included long-range night flights to other airfields and formation flying by up to 12 aircraft. Night flying was particularly intensive between May and August, above all by the fighter regiments of the divisions in Grossenhain and Finow. However, it must be taken into consideration that the airfields of these regiments were covered more frequently [redacted] Firing at towed sleeve targets was observed at almost all other fighter airfields. Therefore, it cannot be stated whether or not some fighter units were specially trained as night fighter units. As in 1952, the fighter units participated in joint exercises with army units during the fall of 1953. No new information on the employment of fighter aircraft could be obtained. As previously, the fighter aircraft were primarily assigned to escort missions for ground attack units and to deny the air space over the battle field to enemy aircraft. [redacted]

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The MiG-15 unit in Welzow, which had been stationed in Koethen prior to mid-August, plays a special role among the units equipped with MiG-15s. It is apparently not assigned to a fighter division but is directly subordinate to Hqs Twenty-Fourth Air Army. It is therefore believed that this regiment is charged with special missions, possibly reconnaissance missions. However, it may also be a special fighter unit or experimental unit. This regiment participated in the fall maneuvers in Thuringia, but operated independent of division headquarters.

5. Strength of Fighter Units.

The number of MiG-15s assigned to the individual fighter regiments can only be estimated. Because of security measures taken at airfields, [redacted]

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Moreover, a portion of the aircraft are usually parked in hangars. The aircraft strength must then be estimated from the average number of aircraft observed outside of the hangars and from the numbers observed on aircraft at the individual airfields since 1 October 1952:

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Airfields	Number of Regiments	MiG-15s or U-MiG-15 s	Total Aircraft Numbers Observed
Altenburg	1	24	16
Merseburg	1	33	58
Koethen	1	22	75
Erfurt-Bindersleben	alert unit	4	3
Zerbst	1	23	34
Jueterbog Altes Lager	2	24	47
Grossenhain	2	60	70
Brand	1	28	40
Finow	2	56	53
Neuruppin	1	26	39
Laerz	2	56	40
Wittstock	1	27	47
Neubrandenburg	1	17	24
Puetnitz	2	44	22
Welzow	1	28	11
	19	472	579

With regard to the numbers of aircraft reportedly observed parked at the airfields, it must be stated that the transfer of fighter units after the withdrawal of the bomber regiments were taken into account, while the tabulation of numbers observed on aircraft lists all numbers which were observed since 1 October 1952. Thus, the total of 75 aircraft numbers reported from Koethen airfield includes numbers from the regiment which is now stationed at Welzow airfield. The amount of 58 aircraft numbers reported from Merseburg airfield probably includes numbers from the Altenburg regiment which was temporarily stationed in Merseburg. There is also the possibility that, because of temporary transfers during maneuvers or cross-country flights, aircraft numbers were not always determined at their home fields. The large number of aircraft in Koethen and the fact that aircraft numbers from other fields have repeatedly been observed there tends to indicate that special repairs or fittings were performed in Koethen. It is possible that some aircraft numbers were misidentified, but this percentage will be very low in view of repeated checks which are made. From the total of 579 aircraft numbers, 332 were identified more than once at the individual airfields. The survey indicates that there was an average of 26 to 28 MiG-15s each stationed at Neuruppin, Finow, and Grossenhain airfields which are generally well covered. Since October 1953, 48 or more aircraft were observed at Merseburg airfield. This large number of aircraft at Merseburg airfield exceeds the average aircraft strength which is normally observed at an airfield. Taking into account, an assumed greater aircraft strength of the fighter division in Merseburg and therefore, deducting about 3 U-MiG-15s per regiment, the aircraft strength of the Twenty-Fourth Air Army adds up to

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460 to 500 MiG-15s and about 60 U-MiG-15s. A comparison of these numbers with the assumed aircraft strength on 1 March 1953 indicates that the number of aircraft was increased by about 60.

This increase is confirmed by the arrival at Cottbus of 80 to 100 MiG-15s between 1 and 21 April 1953. These newly arrived aircraft were primarily scheduled to be assigned to the VPL. However, after the June disturbances, the equipping of the VPL with MiG-15s was abandoned and the aircraft were assigned to the Soviet instruction regiment attached to the VPL and other fighter regiments of the Twenty-Fourth Air Army.

6. Bomber Units

The combat strength of the Twenty-Fourth Air Army was considerably decreased by the withdrawal, between 24 June and 9 July 1953, of the bomber corps which consisted of 6 light bomber regiments and 1 reconnaissance regiment with a total of about 130 Il-28 and Uil-28 aircraft. It is not believed that the bomber units will return to East Germany during the early months of 1954 as the airfields at Brand, Finsterwalde, Welzow and Justerbog have meanwhile been occupied by fighter and ground attack units. Moreover, the headquarters of the ground attack corps moved from Falkensee to Finsterwalde and has been quartered in the former billeting area of the bomber corps headquarters. The fact, however, that Werneuchen airfield has not been re-occupied and that aviation fuel is still being shipped there indicates that the airfield is being kept unoccupied in view of a possible return of the bomber units, if proven necessary. It is unknown for what reason the bomber units were withdrawn or to which area they were transferred. The reasons for the withdrawal could be of a political, technical or tactical nature. The observation of target reflectors on the Gadow-Rossow and Kummerdorf bomber ranges and the observation of bombing practices at night and through closed cloud bases indicate that at least some light Soviet bomber units were equipped with a bomb sight for blind bombing and that the crews have already been trained with this set. All this must be taken into account in an estimate of the combat performance of the Soviet bomber units which, by the beginning of 1953, had shown an advanced status of flight training.

7. Ground Attack Units

The six ground attack units equipped with Il-10s have had several years of training in formation flying, both night and day bombing, firing with aircraft weapons, use of rocket projectiles, and repeatedly carrying out joint exercises with Soviet Army units. Their status of training and combat efficiency must, therefore, be considered excellent. It is unknown whether the propeller-driven Il-10 which is rather slow in comparison with jet fighters would still be an effective weapon in case of war. The fact that Il-10s can take off and land even at auxiliary airfields, will probably not compensate for their inferiority to modern fighters. The training of fighter pilots for fighter bomber missions, as brought out in paragraph four in this report, may indicate that the conventional Il-10s are scheduled to be replaced by jet fighter bombers. This assumption is supported by the slow decrease in the aircraft strength of the ground attack regiments during 1953. According to information available, the following numbers of Il-10s are stationed at the individual airfields:

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Airfield	Number of Regiments	Il-10s	Total Aircraft Numbers Observed
Brandenburg-Arado	1	40	46
Brandenburg-Briest	1	50	56
Stendal	1	45	17
Alt-Loennewitz	1	48	38
Brandis	1	36	30
Finsterwalde	1	38	40
	6	257	227

At the beginning of 1953, the ground attack regiments were equipped with an average of 50 to 55 aircraft each, while, at present, there are only about 45 aircraft assigned to each regiment.

The air reconnaissance regiment equipped with Il-10s which, in addition to a ground attack regiment, is also stationed at Stendal airfield still is of minor importance. This unit probably is primarily assigned to artillery missions.

3. Air Transport Units

The two air transport regiments of the Twenty-Fourth Air Army stationed in Neubrandenburg (in Alt Loennewitz prior to 15 January 1954) and Schoenefeld have various missions. The regiment in Neubrandenburg is equipped with about 30 Li-2s. In 1953, this unit conducted individual flights both during the day and night, formation flying with up to 22 aircraft and for parachute training. The regiment also conducted transport missions between Brandis and Erfurt-Bindersleben airfields during the period 9 June and 15 July 1953. These transport missions were held with army units and also involved an air transport unit from outside of East Germany equipped with about 20 Li-2s, 6 Il-12s and 6 cargo gliders. The air transport regiment from Neubrandenburg is believed to be employed within the framework of missions assigned the Twenty-Fourth Air Army.

The mixed air transport regiment in Schoenefeld which, prior to mid-August 1953, had been stationed in Staaken, is charged with courier flights for Hqs Twenty-Fourth Air Army in Werder. It is equipped with about 8 Li-2s, 4 Yak-14s, and several Po-2s. Li-2s of this regiment have been observed making intermediate landings at almost all airfields in East Germany occupied by units of the Twenty-Fourth Air Army.

A few single-engine aircraft at Werder airfield, headquarters of the Twenty-Fourth Air Army, probably are also assigned to the transport regiment in Schoenefeld. Air activity at Werder airfield was generally limited to the landing and take-off of one Li-2 each in the morning, around noon, and again in the late afternoon. The aircraft involved usually remained at the field for about 30 minutes. It is believed that the aircraft belong to the regiment in Schoenefeld. After the June disturbance, the regiment from Staaken was transferred to Schoenefeld, probably because Staaken airfield is located too close to the Western sector of Berlin.

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Schoenefeld airfield is further occupied by an air transport unit which is equipped with 7 to 10 Li-2s and some Po-2s. The aircraft of this unit have red and blue numbers which is contrary to the air transport regiments of the Twenty-Fourth Air Army. The Li-2s of this unit take off and land at regular intervals. On the basis of this information and other observations, it is assumed that the unit is a high-level courier squadron and/or possibly a non-military unit which maintains air courier-service with the USSR. A similar unit which possibly conducts courier flights for the GDRG is apparently stationed at Rangsdorf airfield. It has not been determined whether there is connection between the two units at Schoenefeld and Rangsdorf airfields or not. Schoenefeld airfield is also used by civilian aircraft of the Aeroflot Airlines and civilian airlines of the Satellite countries. Since mid-May 1953, five IL-12s have been observed at Neubrandenburg airfield; these aircraft were seen for the first time in East Germany, namely at Staaken airfield, on 20 April 1953. The assignment or missions of this special unit have not been determined. Previous observations indicate that the aircraft are not employed for target towing or for paratroop training. Furthermore, no loading or unloading operations with these aircraft were observed. Some planes of this unit took off at irregular intervals, either at 6 a.m. or around noon, and returned after 3 or 4 hours. It appears possible that the unit is a squadron charged with weather reconnaissance or other special missions. The aircraft of this unit have not been observed in Neubrandenburg since late October 1953 or is their present location known. The tow-target unit at Schoenwalde airfield was equipped with 12 Tu-2s and 5 Po-2s in March 1953. The number of aircraft decreased during April and, since mid-May, no aircraft have been stationed there. Also the pertaining ground personnel have left. Since April, between 4 and 6 twin-engine aircraft with double rudder assemblies and some Po-2s have been observed at Jueterbog Altes Lager airfield; the aircraft are used as towing planes for firing exercises with live ammunition by AA units north of the Jueterbog Altes Lager airfield. Twin-engine aircraft were observed also at Puetnitz airfield; they were probably employed for target representation over the Mustraw AA target range. It is possible that the aircraft at the two airfields belong to the tow-target unit formerly stationed at Schoenwalde airfield.

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Each of the airfields in the vicinity of a Soviet Army headquarters post is also occupied by about 3 Po-2s serving as liaison aircraft. This was definitely determined during 1953, at Dresden-Klotzsche, Jueterbog-Damm and Finow-North airfields. Such liaison aircraft had formerly been stationed at Magdeburg-South, Weimar-West, Rathenow, and Altengrabow airfields. The latter two fields are now used by the IV Arty Corps.

9. Training Units

The fighter regiments are all equipped with 3 U-10G-15s, 3 Yak-11s, and 3 Po-2s each. These trainers are probably used for the further training of newly arrived pilots and special training purposes, such as preparatory flights for instrument flying, bad weather flying etc. Therefore, it is assumed that new pilots, after attending primary flying schools, are assigned to operational units for advanced training. The fighter division in Finow is further equipped with additional single-engine trainers. For a long period, 8 to 12 Yak-11s and 5 Yak-11s have been observed with the unit in Finow and Neuruppin respectively.

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Soviet soldiers who are to be assigned to technical ground units of the Twenty-Fourth Air Army probably receive military and technical basic training at an air technical school, [REDACTED] This school was located at Strausberg airfield prior to early November 1953 and was transferred to Doberitz in mid-November. According to information available, new recruits arrive at the school every fall. Personnel strength of the school is estimated at 1,200 to 1,500 men.

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Technical personnel, including officers, receive advanced training in Justerbog Altes Lager, probably at the Repair Shop, [REDACTED] The training courses usually have an average of 50 officers and 120 EM in attendance. Six-week courses for field grade engineers are allegedly held at Warden airfield.

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A school for drivers of the Twenty-Fourth Air Army is located in the area of the officers candidate school (Kriegsschule) of the former German Air Force in Dresden-Klotzsche. The personnel strength of the school totals about 350 officers and EM, and students probably receive one year of training. It is believed that a motor vehicle distribution point of the Twenty-Fourth Air Army is also located in Dresden-Klotzsche, and is bore out by the fact that most of the motor vehicles which, during the 1952 exchange program, arrived in East Germany for the Soviet Air Force were shipped to Dresden-Klotzsche. Moreover, individual motor vehicles of the units of the Twenty-Fourth Air Army were continuously observed moving toward Dresden-Klotzsche.

10. Radar Network in East Germany

Efforts to raise the fighting efficiency of fighter units were also paralleled by the improvement of the network of radar stations. The establishment of the radar network was started in 1949 and by the end of 1950, a Dumbo-type radar set existed at each airfield occupied by a fighter division headquarters. In the spring of 1951, additional radar stations consisting of Dumbo-type sets were established along the western boundary of the Soviet Zone, with stations being at Plauen, Gotha, Quedlinburg, and Gardelegen. For the first time in April 1952, Kniferest-type radar sets were observed and, shortly afterward, Fishnet-type radar sets were assigned to these radar stations. During the course of 1952, all radar stations assigned to fighter division headquarters and existing in the radar belt along the zonal boundary were equipped with three radar sets each, i.e. 1 Dumbo-type set, 1 Fishnet-type set, and 1 Kniferest-type set. At the end of September 1952, a Token-type set was observed at the Gardelegen radar station for the first time. During 1953, the Dumbo-type sets were gradually replaced by Token-type sets. The following is a list of radar sets observed at the individual radar stations:

<u>Location</u>	<u>Radar Sets</u>
Rahberg-Ort on Ruegen Island	1 Token-type set, 1 Kniferest-type set
Dranske " "	2 Fegmatit " "
Wismar	1 Kniferest-type set
Hagenow	1 Token- " ", 1 " " "
	1 Fishnet - " "
Gardelegen	1 Token- " ", 1 " " "
	1 Fishnet - " "
Grossberndten	1 Token- " ", 1 " " "
	1 Fishnet - " "

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Gotha
Flauen
Wittenberg

1 Token-type set.
1 " " " , 1 Kniferest-type set
2 Dumbo " "
(presumably also 1 Token-type set,
1 Kniferest-type set, 1 Fishnet ?)

Airfield
Wittstock

1 Token-type set, 2 Kniferest-type set,
2 Fishnet " "

Puetnitz

1 Token-type set, 1 Fishnet-type set.
1 Kniferest-type set

Laerz
Finow

1 " " " , 1 Fishnet- " "
1 Token-type set, 1 Kniferest-type set,
1 Fishnet-type set

Zerbst

1 Token-type set, 1 " " " ,
1 Fishnet-type set

Herseburg
Grossenhain
Neubrandenburg
Neuruppin
Jueterbog, Altes Lager
Koethen
Altenburg
Erfurt-Bindersleben
Brand

1 Token-type set, 1 " " " "
1 Token- " " , 1 " " "
1 Kniferest-type set, 1 Fishnet-type set
1 " " set, 1 " "
1 " " " , 1 " "
1 " " " , 1 " "
?
1 Kniferest " " , 1 " "
1 " " " , 1 " "

The list indicates that the improvement of the radar network made considerable progress in 1953. Prior to the spring of 1952, the radar network was probably mainly charged with control missions because of its equipment with Dumbo-type sets, while, in the course of 1952/1953, the radar network was obviously improved with a view to establishing an efficient control of fighter units. The information on the growing efficiency of fighter units as obtained from the continuous observation of air activity is supplemented by the data on the improvement of the radar network. All this information indicates that a well organized and powerful air defense system now exists in East Germany. The existence of radar stations, each consisting of 1 Token-type set, 1 Kniferest-type set, and 1 Fishnet-type set at airfields occupied by fighter division headquarters indicates that fighter aircraft at these airfields are employed and directed within the framework of training activity, by the corps or division headquarters. On the other hand, the radar sets at other airfields are probably charged with air observation missions. They cooperate with the fighter regiments stationed there and give navigational and homing aids to fighter aircraft. It is believed that the Soviet Zone of Germany is part of a large air defense area to which are assigned, in addition to the Twenty-Fourth Air Army, the Fourth Air Army and the Fifty-Ninth Air Army, as well as the satellite fighter units of Poland, Hungary and Czechoslovakia.

11. Supply System in the Twenty-Fourth Air Army

The following supply depots of the Twenty-Fourth Air Army are known to exist in East Germany:

a. Supply depots for aviation fuel

Central fuel depot in Velten with a capacity of about 20,000 cubic meters;

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Fuel depot in Aken [] with a capacity of about 13,000 cubic meters;
 Fuel depot in Eberswalde/Eisenspaltetal [] with a capacity of about 7,000 cubic meters;
 Fuel depot in Riesa [] with a capacity of about 11,000 cubic meters.

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The three latter depots are assigned to corps headquarters; the Aken depot supplies the regiments of the Southern Ftr Corps; the depot in Eberswalde/Eisenspaltetal supplies the regiments of the Northern Ftr Corps; and the Riesa depot formerly supplied the regiments of the bomber corps prior to their transfer. The central fuel depot in Velten formerly supplied all regiments of the Twenty-Fourth Air Army prior to the establishment of the corps depots. At present, the Velten depot only supplies the ground attack regiments, the air reconnaissance and air transport units, as well as test stands, workshops etc. The corps depots and the depot in Velten receive fuel directly from the manufacturing plants at Boehlen, Leuna and Schwarzhilde.

b. Aircraft equipment is supplied by:

the main ordnance depot in Strausberg []
 the Ellerholz ordnance depot []
 the Jueterbog Altes Lager ordnance depot []
 the Doeberitz ordnance depot in the former artillery equipment park []

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The depots at Ellerholz and Jueterbog respectively probably supply the Northern and Southern Ftr Corps and the Doeberitz depot supplies the ground attack corps. The former depot of the bomber corps had been stationed in Cottbus or Finsterwalde [] prior to the transfer of the bomber units.

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c. Airframes and aircraft engines are repaired by the repair shop at Doeberitz airfield []

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the Jueterbog Altes Lager repair shop []
 the Rangsdorf repair shop []
 The repair shops (ARB) in Doeberitz and Jueterbog Altes Lager are primarily charged with repair work on jet engines, while the Rangsdorf repair shop conducts repair work on piston engines and conventional aircraft. The arrival in Rangsdorf of aircraft scrap was repeatedly observed. Because of the close connection between the repair shop in Doeberitz and the ordnance depot in Ellerholz it is believed that the Doeberitz shop works for the Northern Ftr Corps, while the Jueterbog Altes Lager shop works for the Southern Ftr Corps. The Rangsdorf shop repairs the conventional aircraft of all units. A repair shop for radio sets and radio trucks is located at Jueterbog-Damm airfield.

d. No detailed information on the organization of the ammunition supply of the Twenty-Fourth Air Army has thus far been received. According to available information, four ammunition depots of the air force are located in East Germany:

Central ammunition depot in Buckau/Framsdorf []
 Ammunition depot in Finow/Biesenthal []
 Ammunition depot in Jueterbog []
 Ammunition depot in Dallgow/Doeberitz []

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It appears possible that the supply of ammunition is effected in the same way as the supply of fuel, rations and clothing, i.e. that one such depot is assigned to each corps.

e. The following ration supply depots are known to exist in East Germany:

Central ration supply depot in Jueterbog/Altes Lager
 Ration supply depot of Southern Ftr Corps in Koethen
 Ration supply depot of Northern Ftr Corps in Wittstock
 Ration supply depot of ground attack corps in Dallgow/Doerberitz
 The central ration supply depot in Jueterbog is supplied by the GOCG depots in Satz Korn and Frankfurt/Oder and direct from the producers. The corps depots are mostly supplied by the Jueterbog depot and, to a small degree, directly by the GOCG depots and the producers. The air force units also have direct connection with the GOCG depots and the producers. The supply depot of the bomber corps is located in Finsterwalde

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f. A central depot for clothing and equipment is also located in Jueterbog-Altes Lager. It is mainly supplied by the GOCG depots in Bernau and Frankfurt/Oder. It is believed that a special clothing depot is assigned to each corps. These corps clothing depots, similar to the corps ration supply depots, are probably located in Koethen, Wittstock and Dallgow-Doerberitz.

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12. Airfield Construction Projects in East Germany

Detailed information on the status of construction work at airfields in East Germany was previously prepared. At present, the following airfields are available:

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- 1 airfield with a runway 3,500 meters long;
- 9 airfields with runways from 2,500 to 2,800 meters long;
- 18 airfields with runways from 2,000 to 2,400 meters long;
- 5 airfields with runways from 1,100 to 1,800 meters long;
- 2 airfields with runways consisting of metal runway mats;
- 12 grass-covered airfields without runways.

Of these 47 airfields, the fields at Schorfheide, Brehmenhain, Jocksdorf and Tutow are still under construction; it is believed they will be completed by the summer of 1954.

The reported dimensions of Schorfheide airfield indicate that this airfield is of exceptional importance when compared with the other airfields in East Germany. The runway here will be 3,500 meters long and 40 cm thick. Previously constructed runways have had lengths of up to 2,500 meters and concrete surfaces between 15 and 30 cm, averaging mostly between 20 and 25 cm. Since such runways are sufficient for MiG-15s and Il-28s which were previously stationed in East Germany, it must be assumed that Schorfheide airfield is scheduled to be occupied by heavier aircraft types.

Of the 47 airfields only 22 are presently occupied by air units. Some of the unoccupied airfields in their present condition are not suitable for occupation by modern aircraft. The transfer of ground attack units to these smaller airfields and a reinforced occupation of the larger airfields would provide enough facilities for additional units from the USSR in case of emergency.

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13. AA Protection at Airfields

The number of AA batteries assigned to the airfields for protection purposes was apparently reduced in 1953. While, in the fall of 1952, an average of 2 or 3 light AA batteries were located at airfields occupied by fighter and ground attack units, at present, the number of AA units at an airfield probably depends on the number of air units or OATBs at the airfield involved; e.g. if one air unit is stationed at the field, only one light AA battery with 6 guns is located there, while the presence of 2 air units involves the presence of 2 light AA batteries. According to available information, the following numbers of AA guns are stationed at the individual airfields:

Airfield	Unit	Number of AA Guns	Date of Last Observation
Altenburg	1 Ftr Regt	6 x 37 mm	March 1953
Alt-Loennewitz	1 GA Regt	6 x 37 mm	October 1953
	1 Trans Regt		
Brand	1 Ftr Regt	6 x 37 mm	July 1953
Brandenburg-Arado	1 GA Regt	6 x 37 mm	Sept. 1953
Brandenburg-Briest	1 GA Regt	6 x 37 mm	June 1953
Brandis	1 GA Regt	6 x 37 mm	Sept. 1953
Erfurt/Eindersleben	1 Ftr squadron	4 x 37 mm	December 1953
Finow	2 Ftr Regt	12 x 37 mm	November 1953
Finsterwalde	1 GA Regt	6 x 37 mm	October 1953
Grossenhain	2 Ftr Regt	12 x 37 mm	July 1953
Jueterbog Altes Lager	2 " "	12 x 37 mm	December 1953
Koethen	1 Ftr "	6 x 37 mm	November 1953
Laerz	2 " "	12 x 37 mm	January 1953
Merseburg	1 " "	6 x 37 mm	June 1953
Neubrandenburg	1 " "	7 x 37 mm	April 1953
Neuruppin	1 " "	6 x 37 mm	November 1953
Puetznitz	2 " "	12 x 37 mm	August 1953
Stendal	1 GA Regt	6 x 37 mm	August 1953
	1 Gen Regt		
Wetzow	1 Ftr Regt	12 x 37 mm	November 1953
Werneuchen	none	6 x 37 mm	October 1953
Wittenberg	courier squadron	4 x 37 mm	November 1953
	Ftr Corps		
Wittstock	1 Ftr Regt	6 x 37 mm	October 1953
	corps Hq		
Zerbst	1 Ftr Regt	6 x 37 mm	Sept 1953

Prior to the transfer of the bomber corps of the Twenty-Fourth Air Army, at the end of July 1953, the following AA units had been stationed at the airfields occupied by units equipped with Il-28s:

Airfield	Units	Number of AA Guns	Date of Observation
Brand	2 Bmr-Regt	8 x 76 mm 12 x 37 mm	April 1953
Finsterwalde	1 Bmr-Regt	4 x 76 mm 6 x 37 mm	April 1953

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Justerbog Altes Lager	1 Ren Regt equipped with Il-28s	12 x 37 mm	April 1953
Welzow	1 Par Regt	? x 76 mm ? x 37 mm	March 1953
Werneuchen	2 Par Regt	8 x 76 mm 12 x 37 mm	March 1953

The present location of these medium AA batteries has not been determined. It was not observed that these AA batteries were transferred along with the ground units of the bomber regiments. The assignments of the AA units have not been clarified. The evaluation of motor vehicle numbers used by the AA units at airfields indicates that they belong to the air force. According to observations dating back rather far, these AA units have probably been formed from the AA units which, prior to early March 1952, had been stationed in Farchim, Brandenburg and Zerbst and were directly subordinate to the GORF. It has repeatedly been determined that the AA units at airfields used of their own which, Some observations were made indicating a closer connection between AA units and OATBs. Thus, for instance, at the beginning of June 1953, a fighter regiment transferred from Brandenburg-Briest to Justerbog Altes Lager along with a light AA battery of 6 x 37-mm guns.

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the number of AA batteries stationed at an airfield coincides with the number of OATBs stationed there. It is assumed that the AA units are assigned to the OATBs at least with regard to billeting matters and ration supply.

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No definite information is available on the principles underlying the tactical employment of AA units. It is believed that an AA battalion commander is attached to a fighter division headquarters and an AA regimental commander to a corps headquarters. These AAA officers represent the AAA units cooperating with the fighter units and are responsible for the supply and training of these units.

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14. Conclusion

The data contained in the present report adds up to the following picture of the aircraft strength of the Twenty-Fourth Air Army:

Fighter units	460 to 500 MiG-15s
Ground attack units	260 to 280 Il-10s
Transport units	40 to 45 Il-2s 5 Il-12
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Total	760 to 820 aircraft in operational use

Of course, these figures are subject to errors and are not based on definite evidence. On the basis of previous observations made relative to the authorized strengths of the component units of the Twenty-Fourth Air Army, it is believed that the total personnel strength of this army amounts to about 25,500 officers and EM, in addition to about 4,200 officers and EM of the light AA batteries assigned to the airfields.

In conclusion, it can be stated that the fighting power of the Twenty-Fourth Air Army, particularly with regard to air defense missions, was considerably increased by the improvement of the command organization and by the progress made in formation and night flying. The MiG-15 still is the backbone of the Soviet air defense.

The ground attack units which support army units are still equipped with aircraft of an obsolescent type and are very inferior to modern fighter aircraft. The bomber units were possibly withdrawn from East Germany only temporarily and can be returned at short notice. It is probable that such pertinent measures have been prepared. The Il-28s probably are inferior to Western fighter aircraft and could probably only operate with sufficient fighter escort.

It is believed that air defense capabilities of the Twenty-Fourth Air Army are up-to-date.

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